

Great Western Way, Second Edition. Additional Information and Amendments Issue 4, September 2021

The following information has emerged since the publication of Great Western Way. In the interest of making as accurate historical statements as possible, the HMRS has issued this amendment sheet.

Page 11: *The Latin versions of the City of London and City of Bristol mottos are incorrectly spelt.*

The correct spelling is shown in the colour view on page 13 and is "Domine Dirige Nos" for London's and "Virtute et Industria" for Bristol's.

Page 11: *Reference is made to two GWR garter devices in brown.*

These were not included because we do not know what they were used for. Photographs of them (courtesy of the Great Western Trust) are here.



Page 43, last sentence of the 3rd paragraph and Page 62: *Reference to tenders still showing old livery and a photo of one at Reading.*

In the statement on P43, two stories have been joined together about the old liveried tenders at Reading in the 1960s. There were two such tenders at Reading in the early 1960s

There was an old tender at Reading displaying a MSWJR monogram which had been converted into a sludge tank.

MSWJR tender No.4, GW No.555, was officially withdrawn in March 1932, a month after loco No.1125, and was then converted to sludge tank No.2. This tank ended up in Reading yard, where the peeling paint clearly showed the old "MSWJR" monogram.

The second tender was a GWR tender where the later paint had been rubbed off to show the underlying GWR letters. This is shown in the photo on page 62 but since publication some new photos have come to light as reproduced here.

The MSWJR tenders were usually condemned along with the locomotive, the one exception (apart from for sludge tank use) being MSWJR tender 5, GWR No.541, which remained officially in stock until September 1944 although loco No.1123 had been condemned in April 1938. It was then converted to water tank No.9. The records do not show it being associated with any other loco in the intervening period, although in 1956 it was united with 0-6-2T No.384 to provide additional water capacity while the GWR/RR Quakers' Yard to Merthyr line was being lifted.



Photos Copyright Peter Swift.

The photo of 7816 was taken on 25 May 1963 and the MSWJR tender on 17 July 1966. The latter was at the west end of the shed, photographed from a passing train.



A clearer photo of the MSWJ Tender – courtesy of Mike Barnsley.

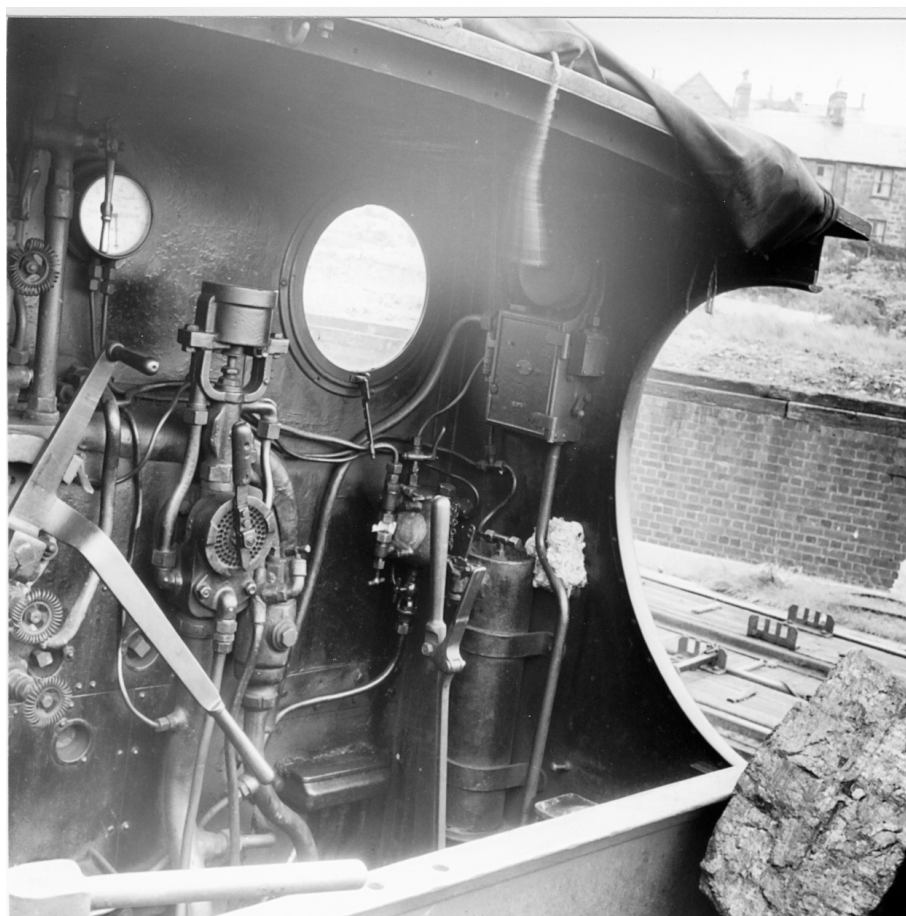
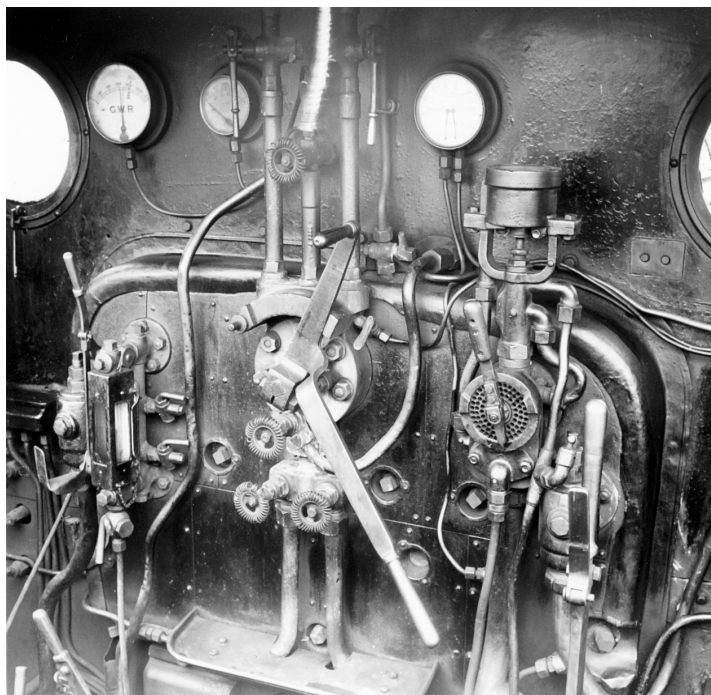
Page 50 Diagram 19: *The caption to diagram 19 has been truncated. It should read:*

Locomotive headlamp shown with original spigot, the white diamond and red S as used 1879-1903. Later ones had a different mounting bracket but the same dimensions. The body colour was altered over the years.

Page 54, fig 3.28: *The cab view is credited to pannier tank 1780 but it is actually of an unidentified tender locomotive. The photo was inadvertently changed without altering the caption.*

Here are two photographs of the cab of 1780 which should have been used.

(Photos Copyright HMRS – items ACC605 & ACC606)



Page 59 lower picture: Locomotive 4972 is stated to be "late 1940s", but the tender is fully lined with GREAT <crest> WESTERN.

The date should say late 1920s.

Page 61, upper right: The photograph shows a locomotive in lined black mixed traffic livery with the second crest.

A photograph of Marlow shed showing the fire being thrown out of a GWR small tank engine, No. 1421, The loco is in fully lined BR green livery with the 2nd emblem.. This livery was rare on the smaller locomotives.
(John Lewis)



Photo courtesy of Neil Dimmer

Page 90: Trailers

Almost all GWR built driving trailers produced before 1939 had large windows in the non-driving (luggage) end. Evidently reflections from these windows could cause problems when the reflections shone through engine cab windows, and on 2 February 1935 a circular was issued by Mr Christison of the CME's Department that the tops of the end windows of the luggage compartment of trailers were to be "painted black to a depth of 17 inches". On 15 October 1935 a reminder was issued giving a list of 54 trailers which apparently had not had this done. It would seem that this was completed by the end of 1935. After this it was decided that the luggage end windows should be plated over, but no instructions for this work have been found and the dates when it was done were not recorded. Some trailers still had luggage end windows in BR days.

Pictures showing the black end windows clearly are not very common, but see ("Great Western Auto Trailers Part 1" (John Lewis, pub Wild Swan, ISBN 0 906867 99 1) page 42 (top). A copy of the reminder circular is at page 16 of the same volume, while dates of when individual trailers were dealt with are listed in that work.

Inspection saloons: it is evident from the study of photographs that the numbers on Inspection Saloons were painted in white characters a very small size, and on the example illustrated below, No. 80974, is just about visible below the right-hand leaf of the double doors in the centre of the vehicle. For further information see *HMRS Journal*, 2021, Volume 23, No. 11, pp 404–412. **(John Lewis)**

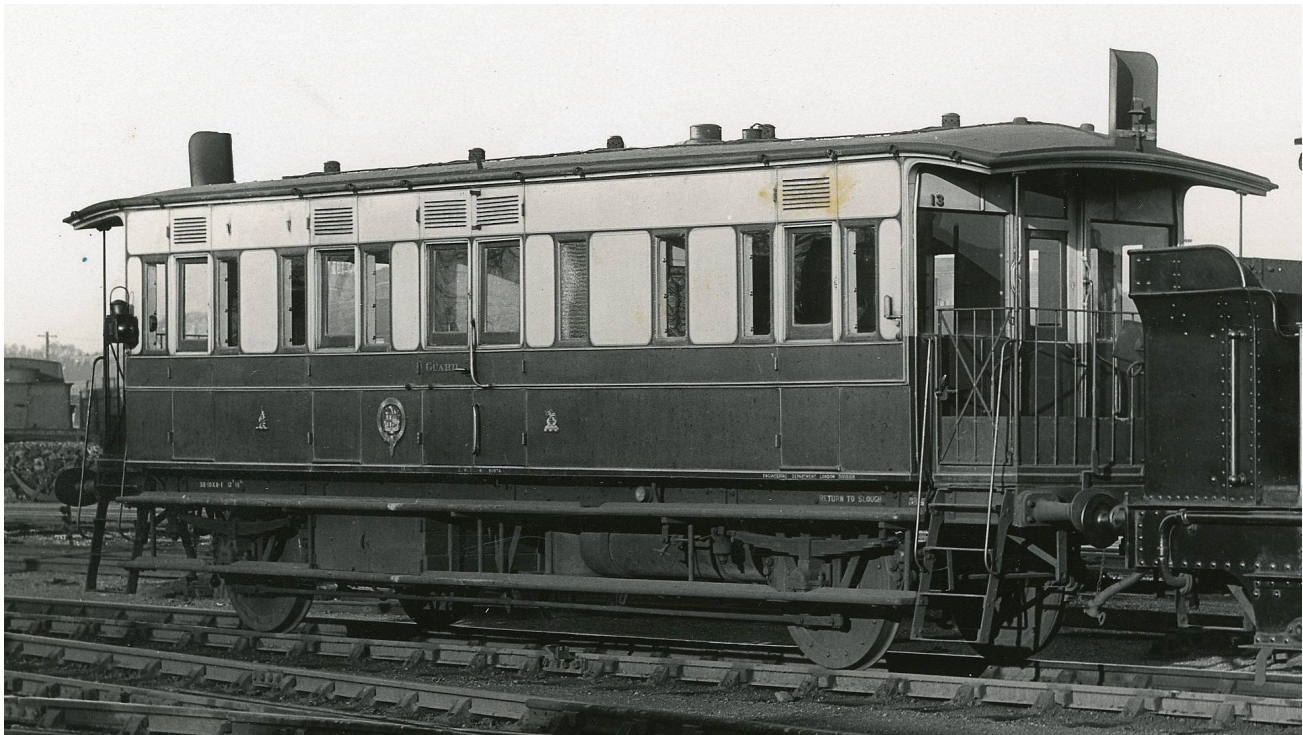


Photo courtesy of Graham Carpenter from the Great Western Trust collection

Page 120: It should be noted that the GWR took some time to renumber all stock from the absorbed companies, and some photographs exist showing wagons still with their pre-grouping numbers as late as 1930. The late Harold Morgan transcribed information including renumbering dates for most of the South Wales companies and these records are available from the Welsh Railways Research Circle. **(Mike Barnsley/Jonathan David)**

Page 122: end of text: Wagons with end doors

The GWR owned relatively few wagons with end doors, although many of the 20 ton wagons hired to private companies had them. During WW2 many mineral wagons with end doors had a diagonal line painted on the side to indicate the end with the door. So far no photographs are known of GWR wagons with this feature in GWR days. **(John Lewis)**

Page 129: Minks C and D – 1904 livery

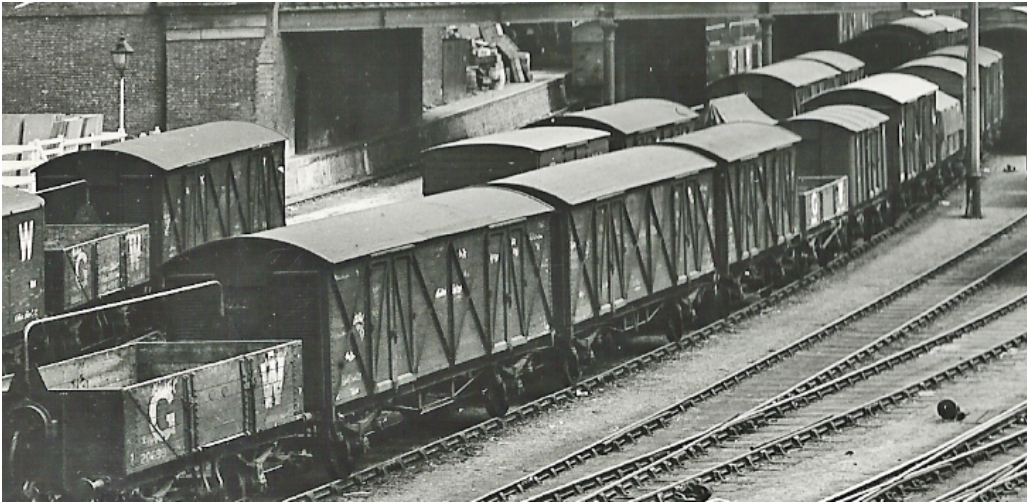
In 1904, 25 inch "G" and "W" were introduced for wagons but their use gave rise to problems with the longer wooden bodied vans, Minks C and D, because the diagonal strapping got in the way of these letters. Official photographs of both types with the letters painted over the strapping exist (eg "Great Western Way", Fig 6.22, p. 129). However, evidence of the use of 25 inch "GW" on these vans *in traffic* seems to be lacking. Photographs of these vans are not common in the in the 1904–1920 period, but one exists of the railway outside Paddington taken in about 1908 which includes both types. None of the Minks C and D has a clear lettering, but an enlargement shows the second Mink D to have the "G" and "W" either side of the central, vertical strapping, just below the roof. There is no sign of the "GW" on the Mink C (third van), but it is an acute angle, and it is thought that the "G" and "W" would have been placed just below the roof in the outermost panels, above the diagonal. In both cases these were places used for the 16 inch letters after 1920, and the 1904 period lettering on these vans could not have been very much larger than 16 inches.



Mink C No. 82142 with 25 inch "G" and "W" painted across the diagonal strapping. This image appears in "Great Western Way" but this version should be clearer. GWR



Mink C No. 79440 with 16 inch lettering, Slightly larger letters would be applied in these spaces before 1920. JP Richards c. 1923



Mink Ds and a Mink C outside Paddington Goods. "G" and "W" are just visible on the second van either side of the centre strapping, just below the roof. GWR c. 1908

Page 133 fig 6.28, upper photo: *The track is identified as bridge rail on cross sleepers.*

The rails visible are not bridge rails but a rather lightweight early flat bottomed rail often used by contractors. The weighted point lever is visible, but not its weight which is out of sight to the left of the lever. **(John Lewis)**

Page 135: 20 Ton Loco Coal wagons 1904 and 1920 liveries

In "Great Western Way", page 135, it says that 20 ton Loco Coal wagons with two side doors had "Load" on the bottom left of the side, the number centrally and the tare on the bottom right. Photos also exist of these wagons with the number to the bottom left, the load centrally and the tare at bottom right.



20 ton Loco Coal wagon with the number to the bottom left (unfortunately unreadable), "20 Tons" centrally and Tare 8-10 to the bottom left. HMRS M14732

Pages 143-151:

Further information on GWR practice regarding trackwork can be found in "GWR Switch and Crossing Practice" by David J Smith, published by the Great Western Study Group.

Page 157: Bracket on Bracket Signals.

A clarification of the sentence at the end of first paragraph in the second column is required: A Signal Department Painting Instruction, dated 1907, reads "Brackets on Bracket Signals...White, Torbay." The 1923 date is too probably too late since white was used from 1907. That they appeared black sometimes in later years is either paint or soot, and there were undoubtedly local departures from the rules. Signals were not painted very frequently so white brackets could well have been seen up to and possibly beyond World War 2. **(Peter Squibb)**

Page 158: Signal Arm Lengths

The first paragraph on the page needs further clarification: The statement "In the 1940s 5ft long wooden signal arms were replaced by 4ft long metal ones with 'beaded' edges", is too simplistic. The actual picture is a little more complicated as the 1908 Signalling Catalogue had (wooden) arms at both lengths available. A *Pictorial Record of Great Western Signalling* (Adrian Vaughan, OPC, 1973) on page 40 shows a photograph of a bracket signal at Scours Lane with 5ft long "beaded" metal arms The "beading" was in fact a corrugation rolled on top and bottom edges. The caption to the photograph states that these arms were for use on signals more than 26ft high. As the post is 6 times as long as the main line arms their length is entirely appropriate. See also British Railway Journals no.10, page 34 and no.12, page127. The length of the arm was decided by the height of the post, presumably for aesthetic appearance, not by date. **(Peter Squibb)**

Page 158: Length of paint on signal ladders

Middle of second column: The white paint on the lower part of signal ladders is given as 4ft whereas it was normally 6ft but there were variations and some ladders seem not to have received the treatment at all. **(Peter Squibb)**

Pages 160-173: Buildings and structures. Further information can be found in North, R: "Great Western Railway Structure Colours from official sources" (Great Western Study Group in association with Wider View, 2013), ISBN 978 0 9926753 0 1

Page 164 fig 8.14, lower left: *The caption states the pre fabricated railings are made from old boiler tubes.*

Many railings were made from old boiler tubes but these railings at High Wycombe may be from 3/4 square section bar as that was their construction at a later date.

Pages 174-183: Road vehicles. Further information can be found in Kelly, P J: "Great Western Railway Road Vehicles" (OPC, 2002), ISBN 978 0 86093568 1 **(Philip Kelly)**

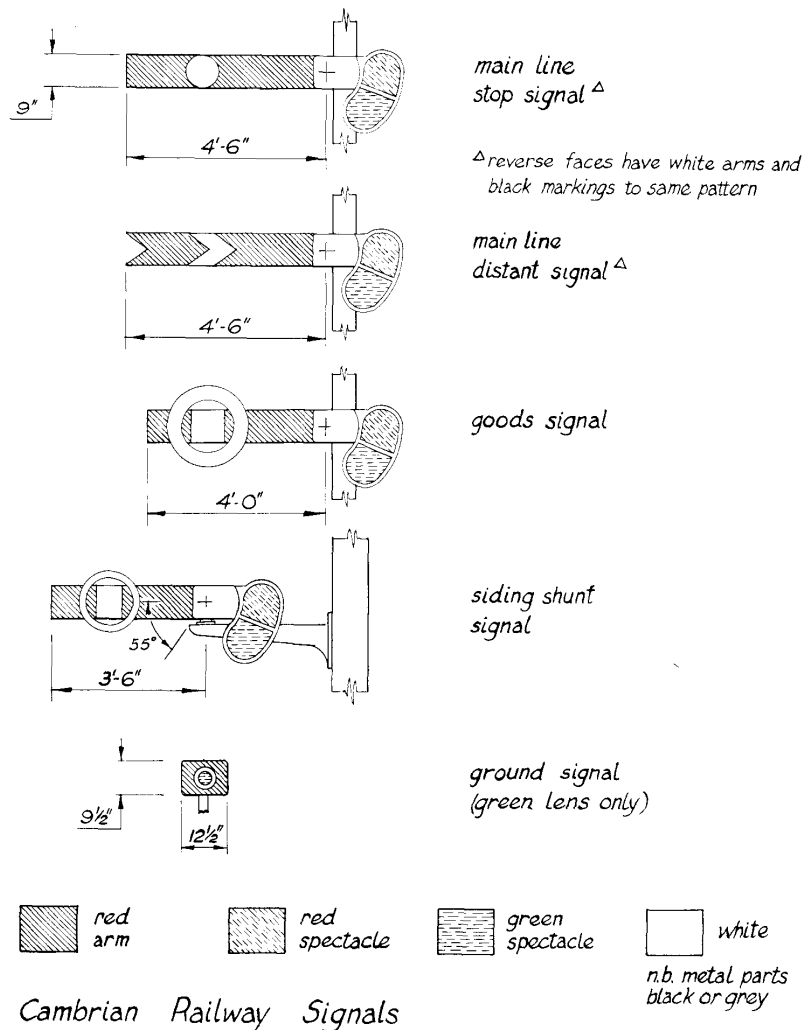
Pages 177, 178, 179 and 181: "Thorneycroft" should read "Thornycroft"

Page 201: Drawing of brake van

A more detailed version of this drawing is available from the HMRS drawings collection. Its reference number is 5307. **(Andrew Nummelin)**

Page 247: *The diagram is of the Rhymney Railway and not the Cambrian Railway Signals.*

The Cambrian drawing is here (the Rhymney diagram on P306 is correct).



Page 248, Figure 16.81: Aberdyfz

Should be Aberdyfi (Aberdovey)

Page 270: The final paragraph should be replaced by the following:

"Besides the fact that it escaped the notice of the ex-MSWJR employees, a further reason for doubting the green livery claim is that photos of No.16 taken in 1921, when she was definitely black, show her with quite worn paintwork. Clearly she had not been recently repainted, and as there is every indication that she was red up to the outbreak of war, under wartime conditions she is hardly likely to have received a green repaint followed by a black repaint in the space of seven years." **(Mike Barnsley)**

Page 275: The following paragraph should be inserted after the final paragraph in Passenger Stock:

"After the grouping, the GWR lost little time before starting an examination of the passenger stock, with ex-MR brake composite No. 3 being deemed fit for further service and receiving its new number 6347 in February 1924. By the end of 1927 all the passenger stock had been looked at, with just over half receiving their new numbers, the rest immediately going for scrap, still in red livery with their MSWJR numbers. However even the renumbered vehicles did not last very long, many being withdrawn around 1930. The last two in service were the third-class coaches Nos. 4488 and 4496, MSWJR numbers 29 & 41, which survived until 1936."

Page 279: The following paragraph should be inserted after the final paragraph on Goods Stock:

"GWR assessment of the wagon stock also started early in 1924. While the best were renumbered into the general stock, many were considered only suitable for internal use, mostly in the docks, and were renumbered appropriately. The rest were scrapped. The process took nine years, presumably because the Common User scheme meant that wagons could be anywhere in the country, and not available for attention. No.33 was not renumbered 34337 until October 1932. Timber wagon No. 244 was condemned in December 1932 without ever having been renumbered. No.99 was never found, and had to be written off. Some of the steel-framed wagons supplied by the Gloucester Wagon Co. in 1896 were still in service when the GWR became part of British Railways."

Page 296 lower right photograph: *This is dated as 1988.*

The date should be 1888

Page A9: Appendix 4

A better title would be **"Rolling Stock Numbering"** as Appendix 4 covers Non-passenger coaching stock, goods and service stock numbering series as well as passenger stock. **(John Lewis)**

Page A10: *Non-Passenger coaching stock (brown vehicle) numbering.*

A curiosity that has come to light: Between June 1891 and May 1892 the GWR built 52 fish and poultry trucks on Lots 592, 595 and 608 and for some reason numbered them 949 - 1000 in the Carriage Truck series. Almost immediately it was decided they should be classified goods stock, so starting in September 1892 they were renumbered into the goods 422xx series, although it took until 1898 for the last to be renumbered. In 1913 the survivors were re-reclassified as coaching stock again and were renumbered, this time into the Passenger Vans series, but only a couple lasted long enough to get these numbers. Apart from these trucks, the highest number used in the carriage truck series was 600.

Pages A32-A36: GWR Rolling Stock under British Railways

The following photo is of Pontypool Road station in August 1962 and shows an array of different BR coach liveries and illustrates the various shades of red. **(John Lewis)**



Photo: courtesy of Neil Dimmer

Page A48: Additional Information

The Great Western Society Museum at Didcot Railway Centre has a collection (sometimes on display) of original posters, brochures, an airport navigators map and aircraft models of the GWR Air Services.

Colour samples: *The intensity of the Colour samples has been queried as lacking in depth*

That may be so for some sample shades but it is an artefact of the use of printing ink to create the samples for reasons of cost. This is why real paint references are given in many cases.

Acknowledgements to This Volume (after page R37):

Andy McMillan's name is spelt incorrectly as Any McMillan.

Please note that the first version of this addendum (2009) had a mistake on this line where McMillan was also spelt incorrectly. Andy requests that a clarification statement should be included:

"For unaccountable reasons co-author Andy McMillan's name - spelt correctly in the chapters of book, has been listed for some years in this errata as being mis-spelt. That note (corrected here) was unclear and compounded by the accidental misspelling of his name in this addenda by the compilers of it. Mr McMillan's name is indeed as that printed in the book, except for the 'Any' instead of 'Andy' which was the point of the reference in the original addenda. We apologise to Mr McMillan for the error and for any inconvenience caused him."

Any further information that comes to light may be published on the web site <http://www.hmrs.org.uk>
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